

## Intimations.

**NOTICE.**  
THE Undermentioned INSURANCE

**1 OFFICES** will be **CLOSED** for the Trans-  
action of Public Business, **TO-MORROW**,  
the 2nd February, the Date of the **FUNERAL**  
of our late **SOVEREIGN LADY, QUEEN**  
**VICTORIA.**

VIENNA.  
JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LD.,  
General Managers,  
HONGKONG FIRE INSURANCE CO.,  
LIMITED.  
For the UNION INSURANCE SOCIETY OF  
CANTON, LIMITED,  
W. J. SAUNDERS,  
Secretary.  
For the NORTH-CHINA INSURANCE CO., LD.,  
W. H. PERCIVAL,  
Agent.  
For the CHINA TRADERS' INSURANCE CO.,  
LIMITED,  
W. H. RAY,  
Secretary.  
For the YANGTZE INSURANCE ASSOCIATION,  
LIMITED,  
SHEWAN, TOMES & Co.,  
Agents.  
For the CHINA FIRE INSURANCE CO., LD.,  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 1st February, 1901. [1901

**BANK HOLIDAY.**

THE Undermentioned BANKS will be  
CLOSED for the Transaction of Public  
Business, TO-MORROW, the 2nd February,  
the Day of the FUNERAL of our late SOVER-  
EIGN LADY, QUEEN VICTORIA.  
For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

T. P. COCHRANE,  
Manager

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager

For the NATIONAL BANK OF CHINA,  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.  
For the MERCANTILE BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,

Manager, Hongkong.  
For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERINDOAGUE,  
Acting Manager.  
For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG,  
I. C. BERGENDAHL.

For the YOKOHAMA SPECIE BANK, LIMITED,  
TARO HODSUMI,  
Manager.  
For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK,  
H. SCHOTTLAENDER,  
Acting Manager.  
Hongkong, 1st February, 1901. [1385]

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UNIVERSAL TRADING COMPANY,  
LIMITED.

NOTICE is hereby given that the Com-

Manager has made a CALL of \$15 per share to the Holders of Shares in UNIVERSEAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Voeux Road Central.  
Dated Hongkong, 31st January, 1901.

ELLIS KELLY,  
General Manager.

**WANTED.**

WANTED about the 25th February, 1901,  
a Competent EUROPEAN NURSE  
to take charge of Three Children (aged Four

years, Two and a Half years and Ten months, respectively) on voyage to England. Passage and Expenses paid. References required.  
Apply by Letter to  
"W,"  
27A, Beach Street, Penang.  
9th January, 1907. T44

**ROBINSON PIANO**  
**CO., LIMITED.**  
HONGKONG, SHANGHAI, SINGAPORE.

**MANUFACTURERS**  
or  
**IRON-FRAMED**

**PIANOS.**  
\$215, \$290, \$345, \$400

**HAARE, MEIZLER, WERNER.**  
**WE** personally searched Germany and  
 England thoroughly and found nothing  
 to come near these. They are altogether *un-*  
*equaled in the Colony.* Please see them before

buying. Others by  
COLLIARD, BRINSMEAD, RACHALS.  
HIRE PAYMENT SYSTEM,  
if required. [24

**WE HAVE OPENED A MACHINERY**  
DEPARTMENT, and are prepared to  
Furnish Prices, &c., on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD

**WORKING MACHINERY, HUSTLING  
MACHINERY, SAW MILLS, MACHINISTS SMALL TOOLS, BUILDERS HARDWARE, &c.  
Made in AMERICA, (U.S.A.)  
Prices quoted L.o.b. New York, or C.I.F. Hongkong.**

3rd January, 1901. Hongkong. (2)



Today's  
Advertisements.

## NOTICE.

THE BUSINESS OF THE MEDICAL HALL will be CLOSED TO-MORROW, the 2nd instant, the Date of the FUNERAL of the late SOVEREIGN LADY QUEEN VICTORIA.

Hongkong, 1st February, 1901. [142c]

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1901, at 12 O'clock, NOON, for the purpose of receiving the Report of the Directors and the statement of accounts to the 31st December, 1900.

Having regard to the Resolutions passed at the Second Extraordinary General Meeting held on the 31st January, 1901, the TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th February, 1901, both days inclusive.

By Order of the Board of Directors,  
D. GILLIES,  
Chief Manager.

Hongkong, 1st February, 1901. [147c]

## SEALED TENDERS.

will be received at the R. N. HOSPITAL until 10 A.M., on the 7th instant, from Persons desirous of Purchasing THIRTEEN IRON 2-TON FRESH WATER TANKS, which are on View at this Hospital.

The right to reject any Tender is reserved.

THOS. BOLSTER,  
Deputy Inspector General.

R. N. Hospital,  
Hongkong, 1st February, 1901. [144c]

## TO LET.

"ROSENEATH," KOWLOON.

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st February, 1901. [146c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on MONDAY, the 4th instant, at 3 P.M.

For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.

Hongkong, 1st February, 1901. [143c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU,"

of the HAMBURG-AMERICA LINE.

Captain Raschevich, will be despatched for the above Ports, on MONDAY, the 4th instant, at 3 P.M.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 1st February, 1901. [142c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID AND TRIESTE.

(Taking Cargo at through Rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA TERESA,"

Captain Raschevich, will be despatched for the above Ports, on THURSDAY, the 14th instant, P.M.

For Information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 1st February, 1901. [107c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

The vessel brings on Cargo—  
From London, &c., at S.S. Malta.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 1st February, 1901. [15c]

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 10th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA

Hongkong, 1st February, 1901. [141c]

Today's  
Advertisements.HARMSTON'S  
GRAND CIRCUS

## ROYAL MENAGERIE.

STILL SUCCESSFUL.  
"THE JANSONS"—TO-NIGHT!  
"THE JANSONS"—TO-NIGHT!  
"AJAX"—TO-NIGHT!  
"SISTERS FREZAGONDA,"  
TO-NIGHT!

AND OUR ALL STAR COMPANY.

EVERY EVENING.

DOORS OPEN AT 8 P.M. COMMENCE AT 9 P.M., Sharp.

N.B.—Positively no Half-price to Evening Shows.

LOCATION (RECREATION GROUND (Near the RACE COURSE).

## ANNOUNCEMENT.

TO-MORROW, (SATURDAY), FEBRUARY 2ND.

Having been set apart for the MEMORIAL SERVICES for her late MAJESTY THE QUEEN, there will be NO Performances until MONDAY, FEBRUARY 4TH.

## POPULAR PRICES.

Box Office:—ROBINSON PIANO Co., Queen's Road.

SOLDIERS and SAILORS in UNIFORM HALF-PRICE to CHAIRS and STALLS.

ROBERT LOVE, Manager.

Col. CHAS. B. HICKS, Representative.

Hongkong, 1st February, 1901. [64c]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 1st February, 1901. [116c]

THE NEXT ISSUE

OF THE  
MAIL SUPPLEMENT

## OF THE

"HONGKONG  
TELEGRAPH"

PUBLISHED FOR

SATURDAY'S HOMEWARD MAIL

WILL CONTAIN

REPORTS

OF

LOCAL REFERENCES  
TO  
HER LATE MAJESTY  
QUEEN VICTORIA.

COPIES SHOULD NOW BE  
ORDERED.

PRICE 10 Cents a Copy, Cash.

12 Cents a Copy with Postage.

A few Copies of Last Week's Supplement still on hand.

## ORDER FORM.

Hongkong, February, 1901.

The Manager,  
Hongkong Telegraph.

Please send.....cop.....of your

Mail Supplement issued for last/this Saturday's

Homeward Mail.

Signed.....

Address.....

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## Intimation.

A. S. WATSON & Co.  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.

BIRTH.

On the 22nd January, at Craigellachie, Fochow, China, the wife of ARCHIBALD STEWART, of a son.

DEATH.

At Shanghai, on the 26th January, ANNIE, the beloved wife of C. I. Shekury, and third daughter of M. Haimovitch, aged 25 years. Deeply regretted.

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## LOCAL AND GENERAL.

The Indian Tea Association has decided to restrict the output of tea.

H. E. the Governor of Macao and suite arrived to-day by the cruiser *Admiral*.

A MURDER, to take charge of children on the voyage home, is advertised for from Penang.

WE hear that the Rear-Admiral will proceed to Wuang with H. M. Ships *Barfleur* and *Dido*.

WE notice that three out of four of our Shanghai contemporaries are remaining in mourning with "reversed rules" until after the funeral of our late Sovereign.

WE regret that in our report of the Legislative Council meeting yesterday, the name of the Hon. R. M. Gray was inadvertently omitted from the list of those present.

AT the conclusion of the usual Juma prayers at the Mosque to-day, Mr. A. F. Fockers, President of the Jamat-ul-Islam, delivered a very impressive address in tribute to the memory of Her late Majesty Queen Victoria, after which the congregation offered prayers for the long life and prosperous reign of H. M. King Edward VII.

THE Post Office will be open on Saturday, the 2nd instant, from 8 to 11.30 a.m. only for the despatch of the outgoing English Mail. It will also be kept open for one hour after the arrival of the outward English mail s.s. *Paravalia*, which is expected here at about 3 p.m. correspondence arriving by her will not be sent out for delivery on that day. The Money Order Office will be entirely closed.

IT is announced for to-morrow's memorial service at the St. John's Cathedral that seats have been reserved for H. E. the Governor, H. E. the General Officer Commanding, the Judge, the Councils, Heads of Departments, Naval and Military Officers, the German Admiral and Staff, and the Foreign Consuls in the Navy. Seatholders vacating their Seats for this purpose will be provided with Seats in the Chapel. All Seatholders are requested to occupy their Seats by 11.15 a.m., after which time Seats cannot be certainly reserved for them. The service commences at 11.30 a.m.



## THE LANDLORD AND THE COMPANY.

(WITH APOLOGIES TO THE LATE LEWIS CARROLL.)

"The rent of your house will be increased one hundred per cent. Tenants paying taxes. If you are prepared to accept these terms, a new lease for one year will be granted from the date of the late Lewis Carroll's death."

The sun was shining on the sea,  
Shining with a bright and gleaming light,  
He did his very best to make  
Hongkong look clean and bright—  
But this he found impossible  
In Hongkong's dirty plight.

The Landlord and the Company,  
Were walking close at hand;  
They kept like anything to see  
The rising price of land:  
"If we could but reduce the rents,"  
They said, "it would be grand."

"If all the tenants of Hongkong  
Decamped for half a year,  
Do you suppose," the Landlord said,  
"I would make a house less dear?"  
"I doubt it," said the Company,  
And shed a bitter tear.

"O Tenants, come and walk with us!"  
The Landlord did beseech.  
"A pleasant walk, a pleasant talk,  
Along the briny beach:  
We cannot do with more than four,  
To give a hand to each."

Then four poor Tenants hurried up,  
All eager for the treat:  
Their hair was brushed, their faces washed,  
No shoes were on their feet—  
This was not odd, because, you know,  
They were too poor to eat.

Four other Tenants followed them,  
And yet another four;  
And thick and fast they came at last,  
And more—and more—and more—  
All issuing from the tenements,  
And every villa door.

The Landlord and the Company  
Walked on a mile or so,  
And then they rested on a rock,  
Conveniently low:  
And all the ragged Tenants stood  
And waited in a row.

"The time has come," the Landlord said,  
"To talk on many things:  
Of Taxes, Rents and Mortgages,  
Ejectments, Writs, and Leases,  
And why the landlord damns his soul  
The more his wealth increases."

"But wait a bit," the Tenants cried,  
"Before we have our chat;  
For most of us are out of breath,  
And none of us are fat!"  
"No hurry," said the Company,  
They thanked him much for that.

"A rise of rent," the Landlord said,  
"Is what we chiefly need:  
Ejectments and Evictions too  
Are very good indeed—  
Now, if you're ready, Tenants dear,  
We can commence to bleed."

"But not from us," the Tenants cried,  
"Turning a little blue,  
After such kindness, that would be  
A dismal thing to do!"  
"That house is mine," the Landlord said,  
"Do you admire the view?"

"It was kind of you to come!  
And you are very nice!"  
The Company said nothing but  
"Charge them a higher price:  
I wish you were not quite so deaf—  
I've had to tell you twice."

"It seems a shame," the Landlord said,  
"To play them such a trick:  
After we've brought them out so far  
And made them trot so quick!"  
The Company said nothing but  
"Our tenements are brick!"

"I weep for you," the Landlord said:  
"I deeply sympathize."  
With sobs and tears he raised the rent  
Of those of every size.  
Holding his pocket handkerchief  
Before his streaming eyes.

"O Tenants," said the Company,  
"You've had a pleasant run!  
I shall commence to lower rents!"  
But answer came there none—  
And this was scarcely odd, because  
They'd ruined every one!

"I like the Landlord best," said Alice:  
"because you see he was a little sorry for the poor tenants."  
"He ruined more than the Company, though,"  
said Tweedledum. "You see he held his handkerchief in front, so that the Company couldn't see how high he raised the rents: contrariwise."

"That was mean!" Alice said indignantly.  
"Then I like the Company best—if he didn't ruin so many as the Landlord."  
"But he ruined as many as he could get,"  
said Tweedledum.

This was a puzzle. After a pause, Alice began,  
"Well, They were both very unpleasant characters."  
GLAH.

## SANITARY BOARD.

## MEETING ADJOURNED.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Hon. F. H. May, C.M.G. (Acting Principal Civil Medical Officer), Lieut. Col. Hughes, R.A.M.C., Mr. J. McKie, Dr. Hamilton, Mr. E. Colborne, Dr. E. Clark (Medical Officer of Health), Mr. Fung W. Chuen, Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

The President moved the adoption of the last meeting's minutes and then said:—Gentlemen, this being our first meeting since the news received of the death of the Queen, it is but fitting that I should make some reference to the event, which has plunged the whole Empire in grief and mourning. It is hard to find words to give expression to our feelings on such a sad occasion. The memory of Queen Victoria will be for ever enshrined in our hearts. Truly "She wrought her people lasting good."

Now God has given her peace, and we mourn for her, but for ourselves and for our children. We know Queen Victoria no more. After resting his seat, the President again rose, and moved the adjournment of the meeting. He said:—I think I am expressing the wishes of those present when I move that we now adjourn. There is no very important business, and I think it will be better to adjourn till Wednesday night. We cannot have a meeting of the Legislative Council, at which both myself and the Vice-President, will be present.

Mr. Ormsby said:—In seconding your proposal, Sir, I feel sure that I echo the feelings of every one present in saying that we entirely coincide with your view as to an adjournment of this meeting, and in doing so in humble tribute to the sacred memory of our late beloved Sovereign, Queen Victoria.

The meeting then adjourned.

## AT THE MAGISTRACY.

## A FRUIT STALL ON THE "LAQUERER."

Mr. Kemp had before him this morning, Yee Hing Leung, fruit stall No. 28 at the Central Market, for having unjust weights on his stall. Evidently the profit derived from using false weights is more than the amount of the fine which is risked.

Inspector Duncan had charge of the case, and His Worship inflicted a fine of \$40. When will the Chinaman be honest?

## BREAKING INTO A DWELLING HOUSE.

Mr. Kemp had before him this morning, a coolie named Ng Tse, from Tai Hang village, and Tsang Tsing, a hawk of Hun Chung. They were charged by a married woman of Kun Chung with breaking and entering her dwelling house and stealing clothing etc. to the value of \$15, yesterday.

Chinese P. C. No. 164, said, in consequence of a report made to him he arrested the second defendant, and from what the latter said, he arrested the first defendant. The first defendant was taken to West Point and there he went to a tree and took down from the branches three pawntickets. The defendant then made another statement and at Tai Hang some of the missing clothes were found.

The second defendant stated that he had returned from his hawking and saw the lock had been wrenched from the woman's door. He went to inform the complainant, but she accused him of the theft.

His Worship sentenced the first defendant to three months' hard labour and the other was discharged.

## SANITARY PROSECUTIONS.

Inspector Brett summonsed 24 Chinese before Mr. Kemp this morning for permitting illegal cubicles to remain in their dwelling houses.

His Worship imposed fines of \$5 in each case.

## MURDER.

## The deceased's head nearly severed.

Before Mr. Hazeland to-day, the two Chinamen arrested by detectives on the 10th of January last were charged on remand with having murdered Leung Hui, 49, a shopkeeper at Yau-ma-tei on the 9th January.

Mr. J. F. Bodeley (Deputy Superintendent of Police) prosecuted in the case.

The facts of the murder were reported in our columns on the 10th ult. They were briefly these: On the evening of the 9th, Inspector MacDonald sent the shopkeeper to the Government Civil Hospital. The man was suffering badly from hurt about the neck, face, head and body. He was attended to with all possible skill and care at the Hospital, but he died some hours after his admission.

Several witnesses were called for the prosecution by Mr. Bodeley, and Inspector MacDonald was in attendance.

The case was proceeding till late in the afternoon.

## A SIEGE TRAIN MAN DRUNK AND OBSTREPEROUS.

C. Bennett, gunner of the Siege Train, was charged before Mr. Hazeland this morning with being drunk and disorderly in the public street yesterday, also with assaulting a police constable in the execution of his duty.

An Indian P. C. arrested the defendant yesterday. The latter resented it and struck the officer a blow on the chest.

The defendant said that he did not remember anything.

His Worship imposed a fine of \$2 or eight days hard labour on the first charge, and for the assault a fine of \$3 or fourteen days' hard labour was inflicted.

The defendant went to gaol for his misconduct.

## CANTON NOTES.

## THE WOUNDED NIMRODS.

(From Our Own Correspondent.)

CANTON, Jan. 31st.

The two gentlemen who were wounded last Saturday night by pirates are progressing favourably. No serious results are anticipated from the wounds which they received. It is stated on good authority that the German Consul has demanded one hundred thousand dollars indemnity for each man, and about fifty thousand for other damage done. This looks like a large amount when it is remembered that the wounds received are not serious, and that in the course of a few weeks the gentlemen will be all right again. But the Consul looks at the matter not so much from the standpoint of the damage done as from the standpoint of neglect of duty on the part of the Viceroy, in failing to provide sufficient police protection. The Chinese authorities reserve to themselves the right to declare any section of the country in a "disturbed state," after which they will not be responsible for any damage done by lawless parties. Until such a declaration is made, travellers have a right to protection.

INCREASE OF PIRACY.

Piracy has increased to such an alarming extent that the Consul has demanded of the Viceroy that better police protection be given on the waterways. The Viceroy replies that he is doing all he can, but this does not satisfy the Consul. Soldiers are being disbanded in large numbers and go to swell the ranks of the robbers. It is not unusual to hear of a dozen robberies on the North River in one day.

SOLDIERS IN TROUBLE.

A few days ago twenty or more men dressed as soldiers entered the village of Sai Chun, not far from the Viceroy's College in the western suburb of the city, and robbed a silk shop. Yesterday a band of thirty soldiers were sent to the place to arrest the robbers. The villagers supposed that the soldiers were another band of robbers and turned out in force and captured them all, and now demand security for their release.

## AN HONEST CHINESE PILOT.

The sailing vessel *Inchape Rock* was piloted out of Shanghai last October by a well-known old Chinese pilot who owned a boat formerly belonging to a foreign pilot named Roberts, says the *N. C. D. News* of 26th ult. As the pilot was leaving the *Inchape Rock*, the captain gave him \$130 with the request that he would take it to the ship's agents in Shanghai to be remitted to the captain's wife. Since he took out the *Inchape Rock*, the pilot was not seen again until a few days ago, when he turned up at the agents' office to report. It appears that his boat was seized by pirates and himself and crew captured, and he has only just succeeded in escaping from them, but though he has lost his boat and all his gear, he stuck to the \$130 which had been entrusted to him, and handed it over intact as requested by the captain of the *Inchape Rock* four months ago.

## COLLISION AT WOOSUNG.

Shanghai papers to hand report that a collision occurred on the 26th ult. between the *Prudentia* and the *P. & O. str. Shanghai*, as both ships were crossing the bar outwards. The *Shanghai* had her bows smashed, but proceeded on her voyage. The *Prudentia*, however, had to return and put into the International Dock for repairs on Saturday last.

## A MONSTER DESTROYER OF TORPEDO DESTROYERS.

The Russians have evolved what may be regarded as a monster destroyer of destroyers. She is being built by Schichan at Elbing, and unlike her prey, will have good sea-keeping qualities, besides guns and protection, says a correspondent of the *Daily Telegraph*. The *Wozh*, for this is the name of this latest disturber of the existing order of things naval, will have a displacement of about 3,000 tons, and a speed of 25 knots. In a seaway she will be able to travel even better than a flotilla of destroyers, each a tenth the size, and more than proportionately fragile and liable to overstrain or worse. She will also have a turtle-back deck of two inches of Krupp armour rising from below her water-line, completely protecting her vitals from injury by any light gun fire. While a destroyer carries only a few 12 and three pounders, this Russian ship has six 6-inch and a couple of Maxims, and she is fitted with no less than six torpedo tubes, all of them above water, for no foreigner has underwater fittings of a really satisfactory type. She will be able to discharge ahead or astern, and on her broadsides four tubes, thus rendering her the most powerful offensive vessel with this weapon afloat. Even the Elswick constructors have never given, even a man-of-war, twice or three times the size, more than five tubes. From these details of the *Wozh's* construction, which have been set forth in the *Engineer*, it is evident that in this newest product of the naval constructor is not intended as a destroyer of the torpedo boat destroyer and all her class she might pass under this designation. There is a reason to think that it will not achieve all anticipations. She will be a most formidable warship, an inflated sea-keeping destroyer of anything of less power and shifter defence that may have the misfortune to fall in with her or appear hull-down on the horizon while she is prowling round. In any future war she will not be the only ship of her class, for sisters are being constructed at St. Petersburg.

## SHANGHAI MEN SHOT.

STARTLING REPORT FROM TIENTSIN.

FOUR WELL KNOWN RESIDENTS SAID TO HAVE BEEN SHOOTING.

SHANGHAI, 28th January.

It is reported on seemingly good authority that four well known foreign residents have been shot in Tientsin by the Germans on a charge of looting. Such severe action seems scarcely credible, however, and in spite of the fact that it is scarcely well authenticated, we feel sure it must be an exaggeration. It is more probable that they have been arrested and held for trial, and that no death penalty would be passed on civilians by the authorities of a country not their own. The names mentioned are Messrs. Ash, Prebble, Piper and Tribe. Mr. Ash has not lived much in Shanghai, being better known in Tientsin, where he was a commission agent. Mr. Prebble was formerly in the Shanghai office of Mr. Wm. Morrison Harvie but left his employ some time ago. Mr. Piper has been on the staff of two Shanghai papers, at different times. Mr. Tribe was an officer of the mercantile marine on the China coast.—*New Press*.

## THE SHANGHAI MUNICIPAL COUNCIL.

ELECTION RESULTS.

The results of the Municipal Election, held at Shanghai on Saturday last are given by the *New Press* as follows:—

1.—Mr. J. Prentice ..... 444 votes.  
2.—" E. A. Hewitt ..... 432 "  
3.—" S. A. Hardoon ..... 421 "  
4.—" C. M. Eds ..... 420 "  
5.—" D. Landale ..... 410 "  
6.—" W. C. Bayne ..... 412 "  
7.—" H. R. Kinneer ..... 406 "  
8.—" M. Robde ..... 403 "  
9.—" E. Quackenbush ..... 317 "

Not elected: Mr. J. E. Boeck 113; and Mr. F. F. Ball, 213.

The scrutineers were Messrs. Anderson and Monchick.

Our contemporary wants to know, among other things, why it took seven hours to count five hundred votes.

## A RUSSO-CHINESE MANCHURIAN AGREEMENT.

The *Japan Mail* gives the following version of an agreement entered into between the Chinese and Russian officials at Moukden with regard to the administration of Manchuria:

"Russia agrees that Chinese officials shall be allowed to resume the functions of civil government at Moukden and in the province of Fengtien, on certain conditions, namely:—

"First, that General Tseng undertake to take such measures as may be necessary for the pacification of the districts in question, and so that he engages to render assistance to Russia in the work of constructing the railway.

"Secondly, that General Tseng will accord friendly treatment to all Russians connected with the military occupation of the districts in question, and that he shall provide them with places to lodge and with provisions.

"Thirdly, that General Tseng engages to disarm and disband all Chinese soldiers in the above districts, and further, to hand over to the Russian military authorities such munitions of war as may be in any arsenals of which the Russians have not yet taken possession."

"Fourthly, that General Tseng undertakes to dismantle and to destroy in the presence of Russian officials detailed for the purpose, all fortresses and other military defences in Fengtien, and that the same course shall be pursued with regard to such powder magazines as the Russian Authorities may not require."

"Fifthly, Russia engages that Newchwang and any other places in Manchuria now occupied by her soldiers shall be restored to Chinese civil administration so soon as the Russian Government is satisfied that peace and good order have been restored in the province."

"Sixthly, that for the purposes of maintaining law and order, the Chinese shall employ local police under the command of the Tartar General."

"Seventhly, that there shall be stationed at Moukden a Russian Political Resident exercising general authority of control, to whom full information with respect to any matter of importance must be furnished by the Tartar General."

"Eighthly, that should the local Chinese police prove insufficient to deal with any emergency that may arise, the Tartar General shall address himself to the Russian Political Resident in Moukden, and shall invite the latter to dispatch such reinforcements as may be necessary."

"Ninthly, the Russian text of the agreement shall be regarded as the original."

This document is said to bear the signatures of the Tartar General, Tseng, and Mr. Korotkovich, latter representing Admiral Aleski, the Russian Commander-in-Chief in Manchuria.—*Kyō Herald*.

## IMPEACHMENTS.

## LIU AND CHANG ACCUSED OF DISLOYALTY.

## THEIR YANGLIE AGREEMENT DENOUNCED BY HIGH OFFICIALS.

It is asserted in the *Universal Gazette* that the Viceroy Liu Kun-yi and Chang Chi-tung have been impeached for disloyalty, in regard to their arrangement with the foreign powers known as the Yanglie Agreement. Two secretaries of one of the Boards, probably the Board of Rites, have attacked them in a violently worded memorial to the throne.

Grand Secretary Wong Wen-shao, since his impeachment for disloyalty, has been feeling so utterly disgusted (probably at the amount of bribes he had to pay to prove his innocence) that he will never open his mouth again to say a word for the public welfare.

Viceroy Hsu of Min-che provinces, whose impeachment was reported in these columns a few days ago, has succeeded in getting the accusations referred to Viceroy Liu Kun-yi for investigation. As they are both in the same boat, it is probable the thing will be shelved. These impeachments are as a rule nothing else but blackmailing schemes.—*New Press*.

## NEWCHWANG.

January 10th.

A PROTEST.

At a meeting of the Consular body, held on the 10th instant, it was stated that during the Russian occupation, 50 private houses and 74 out of 348 substantial firms have been attacked by robbers, several persons killed, and more wounded; that the merchants fear that as soon as the ice sets firmly, brigands will cross the river to attack them; that several firms have closed their doors, and a general cessation of business has been discussed; that all the other towns under Russian control are comparatively peaceful and secure; that the Russian-speaking Chinese interpreters are thoroughly corrupt and in some instances in league with the robbers; and that the Chinese police are insufficient and untrustworthy.

It was decided, therefore, to address a representation of these facts with various recommendations to the civil administrator, Mr. Ostroverkhov, and to Vice-Admiral Alexieff.

THE RESULT.

It appears that two Russian officials have been sent here from Port Arthur to investigate the discrepancy between official and unofficial statements as to the tranquillity or otherwise of the town; that an interpreter has been arrested; and that the entire police staff, Chinese and Russian, are to be dismissed.

PEACE.

The local Guild is said to have received a notice from Moukden issued in the name of the Tartar General and four other officials, to the effect that the preliminaries of peace have been signed and that Chinese relief will be soon restored, whereupon the brigands will be punished, and asking the co-operation of the people in maintaining law and order.

PILOTAGE FEES.

The Consuls and Customs have decided that the doubling of pilotage charges expired with the closing of the port.

REFORMS.

A telegram has been received from Port Arthur cancelling the post of Co-Commissioner of Customs, and one or two other appointments have been cancelled and salaries reduced. It is uncertain whether this is due to personal reasons, or to a desire to reduce expenses, or is preliminary to Russia's withdrawal in the spring.—*N. C. D. News*.

## NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 30.141  
Thermometer ..... 79.3  
Humidity ..... 75.0  
Rainfall ..... 1.76

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer ..... 30.27 30.19  
Temperature ..... 54 53  
Humidity ..... 63 50  
Rainfall ..... — —

TO-DAY.

Friday, 2nd February, 1901.

Chinese—13th of 12th moon of 26th year of Kwang-su.

Sun—Rises ..... 6hr. 41min.  
Sets ..... 5hr. 46min.  
High water—Morning ..... 9hr. 0min.  
Afternoon ..... 7hr. 39min.  
Low water—Morning ..... 2hr. 17min.  
Afternoon ..... 4hr. 38min.

ANNIVERSARIES.

1814—Great eruption of Mount Vesuvius in the Philippines.

1841—Inhabitants of Hongkong declared British subjects.

1843—Foundation of Masonic Hall laid.

1878—Armed attack by Chinese robbers on the Ap-lickow.

1895—Wei-hai-wei citadel captured by the Japanese.

1897—Chinese Imperial Post Office opened.

1899—Fire at Shanghai.

1900—The last of the British Court at Japan. Large Meeting of Bench and Bar at Yokohama.

TO-MORROW.

Saturday, 3rd February, 1901.

Chinese—14th of 12th moon of 26th year of Kwang-su.

Sun—Rises ..... 6hr. 41min.  
Sets ..... 5hr. 46min.  
High water—Morning ..... 9hr. 37min.  
Afternoon ..... 8hr. 15min.  
Low water—Morning ..... 2hr. 46min.  
Afternoon ..... 4hr. 29min.

ANNIVERSARIES.

1830—Marquis of Salisbury born.

1872—The New German Club at Hongkong opened.

1884—Mr. Chatter appointed Masonic District Grand Master of S. China.

1890—Sharp earthquake in Japan.

1896—Investigation opened at Pretoria into charges against Reform Committee.

1897—Venezuelan Arbitration Treaty signed.

1897—The steamer *Senka Maru* run down by the *W. & A. S. S. Co.* for the first time.

1898—British force routed the rebels at Mekan (Beluchistan).

AGENDA.

TO-DAY.

8.30 for 9 p.m.—Precisely. Regular Meeting of the Zealand Lodge at the Freemasons' Street.

9 p.m.—Sharp. Harmonious Circle at the Recreation Ground (near Race Course).

Cargo of *Sulphur* subject to suit.

## TO-MORROW.

C. & O. Co.'s steamer *Korven* leaves for San Diego & San Francisco via Shanghai, 11.30 a.m. Memorial Service at St. John's Cathedral.

Neon—P. & O. S. N. Co.'s steamer *Paranatta* leaves for London.

(About)—P. & O. S. N. Co.'s steamer *Paranatta* leaves for Shanghai.

4 p.m.—O. & O. Co.'s steamer *Memmouthshire* leaves for Portland (Or.) and San Francisco via Inland Sea etc.

9.30 a.m.—Military: Memorial Service at St. John's Cathedral.

Cargo of *Moyuna* subject to rent.

MONDAY, 4th.

3 p.m.—Public Auction of Crown Land.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Parramatta*) to-morrow.

Canadian (*Tartar*) to-morrow.

German (*Hamburg*) 5th instant.

German (*Kiautschou*) 5th instant.

American (*City of Peking*) 8th instant.

Tacoma (*Tacoma*) 12th instant.

American (*Galle*) 13th instant.

Canadian (*Empress of Japan*) 17th instant.

The N. P. S. Co.'s steamer *Goodwin*, sailed from Yokohama for Tacoma on the 31st ultimo.

The O. S. S. Co.'s steamer *Patroclus*, left Singapore yesterday, the 31st Jan. and is due in Hongkong on Wednesday, the 6th inst.

The C. & Co.'s steamer *Bornida*, left Singapore for this port to-day, the 1st inst., and may be expected here on or about Thursday, the 7th inst.

The Imperial German Mail steamer *Kiautschou*, carrying the German Mails with despatches from Berlin of the 27th Jan. left Singapore to-day, the 1st inst., at 7 a.m., and may be expected here on Tuesday, about noon the 5th Feb.

HONGKONG AND WHAMPOA DOCK RETURN.

S.M.S. *Hansa* ..... at Kowloon Dock.

S.M.S. *Luchs* ..... " "

U.S.S. *Isa de Luzon* ..... " "

U.S.S. *Bennington* ..... " "

*Empress of India* ..... " "

*German* ..... " "

*Lahair* ..... " "

*Nanyang* ..... " "

*Korven* ..... " "



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	Kobe and Yokohama	To-morrow, 2nd Feb., at 4 P.M.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Feb., at Daylight.
TAMBA MARU	Kobe and Yokohama	FRIDAY, 15th Feb., at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU	NAGASAKI, Kobe and Yokohama	FRIDAY, 22nd Feb., at Noon.
N. Tate	HAMA and MELBOURNE, via SYDNEY and TOWNSVILLE	FRIDAY, 22nd Feb., at 4 P.M.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.
E. W. Haswell		

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st February, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
SILESIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	5th February.	Freight.
BAHLE	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 28th February.	Freight.
PROSCHA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th March.	Freight.
SAXONIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th March.	Freight.
JAGER	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March.	Freight.
BAMBERG	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March.	Freight.
JACOBI	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March.	Freight.
SIBIRIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March.	Freight.
Braun			

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 7th Feb., at Noon.
HONG KONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th January, 1901.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 13th February.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 13th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PENINSULAR," Captain T. Leigh, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 2nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed by Bombay WITHOUT Transshipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st February, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th January, 1901.

NORTHERN-PACIFIC STEAMSHIP  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	Mar. 1
Victoria	3,502	J. Pantan	Mar. 8
Duke of Fife	3,821	J. S. Cox	Mar. 15

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYKE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODD &amp; Co., LIMITED, General Agents.

Hongkong, 19th January, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Belgian King... 3,379 | Wednesday | Feb. 6

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA &amp; HONOLULU, on WEDNESDAY, the 6th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st February, 1901.

## NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

S. PAUL American Mail Co. Agent.

Hongkong, 29th January, 1901.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	5th February, at 4 P.M.
SHANGHAI	"KASHING"	5th February.
YOKOHAMA and KOBE	"OHIELI"	6th February.
MANILA	"SUNGXIANG"	9th February.
MANILA	"CHANGSHA"	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	15th Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st February, 1901.

[51c]

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"PROMETHEUS"	Day	5th February.
"	"ALCINOUS"	Pulford	19th February.
"	"IXION"	Robinson	5th March.
LIVERPOOL (Taking Cargo at LONDON RATES)	"GLAUCUS"		16th February.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 24th January, 1901.

[1s]

OREGON AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"MONMOUTHSHIRE," Captain Kennedy.

This Steamship will be despatched TO-MORROW, the 2nd February, at 4 P.M., for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-

signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &amp;c., apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 30th January, 1901.

[12c]

OREGON AND ORIENTAL STEAMSHIP  
COMPANY.

FOR PORTLAND (OR.) VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE," Captain Kennedy, will be despatched TO-MORROW, the 2nd February, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and a duly qualified Surgeon is carried.

For Freight or Passage, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 30th January, 1901.

[134c]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain Todd, will be despatched as above on TUESDAY, the 5th February, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 29th January, 1901.

[130c]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN," will be despatched for the above Port on or about the 5th February and will be followed by the S.S. "FOLMINA," about the middle of February.

For Freight, apply to DODD &amp; Co., LIMITED, Agents.

Hongkong, 25th January, 1901.

[1s]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, &amp; TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports on WEDNESDAY, the 6th Feb., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd January, 1901.

[103c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU," Captain K. Suroki, will be despatched as above on WEDNESDAY, the 13th February.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd January, 1901.

[103c]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA," Captain R. W. Almond, will be despatched as above on TUESDAY, the 5th February, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 31st January, 1901.

[141c]

## To be Let.

TO LET.

With Immediate Possession.

No. 6, RICHMOND TERRACE (a Six-Roomed House).

Apply to LAU CHU PAK, Care of A. S. Watson &amp; Co., Ltd.

Hongkong, 17th January, 1901.

[132c]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1899.

[130]

## Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.

Mitsui Coal Mines.

Mitsui Coal Mines.

Mitsui Coal Mines.

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Mitsui Coal Mines.



## ELECTRICITY IN MILITARY DEFENCE WORKS.

"In marine warfare," says *l'Electicien* (Paris), "vessels are provided with electric search-lights, whose use is of the greatest service. The military use of electricity are taking on new importance and new extent, at the present moment, by its application to coast defence. To assure the better protection of the coast from the Villfranche to Toulon, it has been decided to establish special electric posts, intended to reveal the enemy's presence, in case of an attempt at a night attack, by powerful electric beams, which will light up the country to a great distance, will sweep the horizon, and thus, while preventing a surprise, will guide the aim of land batteries and increase their accuracy. The work on these stations is now being pushed with the greatest activity. They are a kind of blockhouse, built very solidly of cement, stone, and concrete, 6 to 7 metres (20 to 23 feet) high, forming a single piece in which a revolving mount, operated by a hydraulic motor, supports the reflector of the search-light, which has a power of projection varying from 15 to 18 kilometres (9 to 11 miles) and is raised 1.3 metres (4 feet 3 inches) above the masonry platform. The energy is produced by a dynamo of 80 to 100 volts operated by a steam engine in a little engine-house near by, and is transmitted by special cables. One of these stations has already been erected west of Nice, and others will soon be completed, notably at Golfe Juan, Beaulieu, and in the citadel of Villefranche, whose fine roadstead already has its approach protected by two similar stations."

## A HINT FOR GEN. MERCIER.

War has its uses. Up in Ledmore it has ousted the weather from conversation, and it is now that an ecclesiastical conflict has begun are we losing hold on the military technicalities with which the past year has enlarged our vocabulary. Ledmore, with its ten crosses, is not what you would call a big place, but it is the capital of the district; it is a centre of thought, so to speak; and almost every evening you will find in the general merchant's shop our leaders of opinion seated on bags of meal or bran, or crouching wherever is most convenient. It was at this assembly that the earliest problems of the war received treatment. Buller and Methuen had short shrift.

During summer the crops, and the struggle for existence on a reluctant soil, kept us from the leisurely discussions of the winter time. Besides confidence had been restored; there was less need for criticism with Kubers at the head of affairs, and Hector leading our own Brigade at his elbow. But, now that the days are short again, we have resumed our deliberations on warlike things. It is only becoming—our discussions being now largely academic—that we should have transferred our meeting place to the school-house, where, as a mutual improvement society, we do our best to keep the universe on the right lines. Last year the syllabus of the society was filled before the war had begun; we made up for that this year, for of the fifteen subjects on the syllabus, seven are in some way connected with the war.

The revelation of our military weak points has roused in us the dread of invasion. It was this, indeed, which drew such a large audience last night to hear Alick Fraser read a paper on "How Britain can be invaded." Alick is a youth of some parts, as we say; in politics he is inclined to be irreconcilable, and his paragraphs in an *Inverness Radical* paper have given him a reputation hereabouts for literary ability. His paper last night was so original that, without going into detail, I think it would be wise to give the gist of it, so that our military authorities may not be unprepared.

Where should the French—It used to be the "Russians" who troubled our northern dreams, now it is always the French—where should the French land, Alick asked? And there was a queer look on most of our faces as he perched where but in the Highlands of Scotland. It is unreasonable, he declared, that an enemy should land where everything is ready for them. There was no chance, he said, of a secret landing in the south, whereas in the north a landing could be effected by a large and well-equipped army without a soul knowing. Such an invasion would require a few years' judicious preparation, Alick confessed. The first thing the French would have to do would be to buy up or rent all the islands near Loch Duich on the shire coast. That could easily be done, for his land would be managed as a deer forest, and on the pretence of preserving the stock, the whole country might be kept in the silence of the grave. As a matter of fact, there is scarcely a house along the shores of Loch Duich, and the deep glen, where it cuts far into the mountains, is seldom visited by outsiders, and might be made wholly virgin. At the head of the loch, stores would be accumulated. It might be necessary to set up a great mansion house there. In this way a considerable quantity of stores would be got together without attracting notice. During winter a weekly steamer—and not a small steamer, for at all stages of the tide Loch Duich is as deep as any harbour in the country, with natural berth along the steep rocks—might enter and leave, and no one be the wiser. It would be a simple matter to hide these stores. The surrounding mountains would have to be fortified, and that, considering the nature of the land, would be an easy task. So far, then, Alick had no difficulty in proving the feasibility of his scheme—we all know Loch Duich and its grim, silent barrenness. As Sandy Blair said, "Get your men in now, Alick, and fill 'em up!"

The time of the invasion Alick fixed in early spring. The nights are then still and dark, and stray travellers are few. As many as fifteen or twenty thousand men, Alick considered, could be landed before the final act. Meanwhile, a band of emissaries would be scattered over England and Scotland, so that at a given signal the telegraph and railway systems might be demolished. Every wire would be cut and every bridge blown up; and in the ensuing paralysis the French troops might advance southwards, while others were landed from a fleet of transports laid ready in the North Atlantic. "So there you are," exclaimed Alick dramatically, waving his hand. Could Britain dislodge an army of 80,000 men from selected positions in the Highlands? It would take a month for a British force to get ready, and by that time most of Scotland would be secured, and round Loch Duich the mountains made into an impenetrable barrier. Within that barrier no army could penetrate, whether by turning or any other movement. Now, with such a force in Britain," concluded Alick, "relentlessly logical," "France, having secured the help of Russia, would soon bring into subjection our right little island."

The moral which Alick drew from his alarming picture of possibilities was that it is dangerous to have large tracts of land unoccupied by man and to rent such large tracts to one or two proprietors, who may be foreigners. The schoolmaster, who presided, deplored any revival of the scare of the early century. Sandy Blair opined that if the French got landed there would be no defeating them "unless we could catch an army of Highlanders like what Prince Charles had when he started to raid this head of the Sassenach." "But where are the Highlanders?" interrupted Alick. "Sandy sat down with a despairing shake of the head."

Rob Down advocated a half-yearly inspection of every glen in the Highlands. Rory Rhae maintained that nothing would do but the fortifying of every big hill in the North; and Malcolm Carmichael is proposing a vote of thanks to Alick, said there might be one or two points overlooked, but that everything certainly did look—as if we weren't just so safe as we imagined. And I think Malcolm expressed the general opinion as we trudged home in the darkness that night with our heads bent in thought.—J. M. in *St. James's Gazette*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Adams, A. H. Moore, P. J.  
Adams, J. Millar,  
Abu, G. P. D. Mohamed, P. S.  
Abraham, X. McDowell,  
Anderson, J. McNamara, B.  
Anderson, Mrs. A. Moy, Miss  
Andrews, D. C. Moody, Dr. C.  
Bush, D. F. McConnell, A. E.  
Beddall, Lieut. L. S. Menzies, Capt. W.  
Bryan, R. McCallough  
Bun Heung Moutennox  
Blomfield Muller, P.  
Barry, Capt. J. Marquis, N.  
Barnes, A. MacBain, G.  
Baites, J. J. Macalpin  
Barclay, Mrs. T. Meissner, T.  
Brander, W. Mackenzie, W. E.  
Brockman Mackenzie, A. C.  
Brockman, W. E. McWilliams, Miss  
Bradbury, G. W. Mayer, E.  
Brown, H. Majer, Mrs.  
Bicarhou, W. Montilla, B.  
Bronson, O. C. Martinez  
Bishop, E. M. Muraldhal, C. S.  
Bishop, E. H. Mills, C. S.  
Cassilland, D. Moore, J. W.  
Callen, F. W. Norton, E. G.  
Cox, Mrs. Negel, G. P.  
Chisholm, G. P. Nicholson, J. J.  
Cumbell, W. G. Nanson, R. C.  
Cotton, Dr. A. Oldham, G.  
Cambell, Mrs. J. O'Dell, F.  
Cooper, F. C. Oldenberg  
Cops, Mrs. J. H. Powers & Co., R. H.  
Corah, A. W. Pow Long & Co.  
Chevers, W. G. Paterson, Mrs.  
Clark, Mrs. F. R. Pomeroy, Miss  
Caulfield, W. T. Peral, J.  
Coke, Dr. G. H. Piry, A.  
Colegrove, R. P. Riechard, H. O.  
Clarkson, R. Park, W.  
Cullen, T. B. Paulding, G.  
Coleman, F. Pascul, F.  
Corry, J. Patyn, J.  
Cridgely, J. Robinson, C.  
Dupignac Rennie, F.  
Draper, W. Reid, Capt. C. F.  
Dandot Rintlin, J.  
Dawson, Mrs. P. Renon, C. J. B.  
Duriot Ripton, Sgt. F.  
Dumitriu, Capt. E. Rohr, W.  
Dimitrios, J. Rising, F. H.  
Dallas, H. Ricci & Co.  
Dessalla, Ross, Miss M. J.  
Dessalla, H. B. Rafter, Major J. A.  
Duckman, R. Richardson, J. F.  
Evans, J. H. Paulson, E. F.  
Emden, M. Reys, G.  
Ellis, Mrs. F. Reynell, W.  
Fawcett, G. Ross, A. J.  
Fowler, C. M. Redigius, A. C. F.  
Fung Kee Roberts, A. W.  
Fernandez, D. Richardson, J.  
Gleeson, R. Rachman, M.  
Gordon, J. N. Ross, A. J.  
Gratzick, Reid, J. G.  
Gillis, Mrs. G. Shaw  
Gedaly, Sambo, F. G.  
Gedaly, Sambo, F. G.  
Gilling, F. R. Skinner, W.  
Gillespie, J. Spence, Lieutenant. H.  
Girling, A. H. C.  
Gulicomb, Mrs. S. C. Spence, M.  
Guttridge Simon, Dr. M.  
Geansy, B. Skordahl, J.  
Hearder, E. H. Scott, G. M.  
Hawkmatria Smith, H. M.  
Houston, Miss R. Shariff, Miss M. S.  
Harding, C. L. Saltbury, J.  
Hakney, W. Spindler & Co.  
Hendricks, W. Scott, C. H.  
Hendricks, W. Smith, C. I.  
Hendricks, W. Smith, C. I.  
Hughes, G. H. Sheppard, T. M.  
Hong Gee Scott, W. G.  
Jackson, Capt. Stevens, R.  
Joseph, Jones, G. H. B. Sourac, J. A.  
Kiraufloft, A. T. Schilling, G. M.  
Kahninsky, S. Sundt, H.  
Kong Ah Muoy Sunkise, S.  
Krat, Capt. J. Todd, Capt. J.  
Krat, Capt. J. Trumpet, E.  
Krat, Capt. J. Thorne, Miss M. T.  
Krat, Capt. J. Tomé, T.  
Krat, Capt. J. Tchang, M. C. H.  
Krat, Capt. J. Thomson, C. H.  
Krat, Capt. J. Taussing Mrs. E. D.  
Krat, Capt. J. Upton  
Krat, Capt. J. Upham, M. U.  
Krat, Capt. J. Williams, T. H.  
Krat, Capt. J. Watson, H. G.  
Krat, Capt. J. Walters, A.  
Krat, Capt. J. Wallace, F.  
Krat, Capt. J. Weston, C.  
Krat, Capt. J. Westrop, Miss E.

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Anderson, Mrs. A. Moy, Miss  
Andrews, D. C. Moody, Dr. C.  
Bush, D. F. McConnell, A. E.  
Beddall, Lieut. L. S. Menzies, Capt. W.  
Bryan, R. McCallough  
Bun Heung Moutennox  
Blomfield Muller, P.  
Barry, Capt. J. Marquis, N.  
Barnes, A. MacBain, G.  
Baites, J. J. Macalpin  
Barclay, Mrs. T. Meissner, T.  
Brander, W. Mackenzie, W. E.  
Brockman Mackenzie, A. C.  
Brockman, W. E. McWilliams, Miss  
Bradbury, G. W. Mayer, E.  
Brown, H. Majer, Mrs.  
Bicarhou, W. Montilla, B.  
Bronson, O. C. Martinez  
Bishop, E. M. Muraldhal, C. S.  
Bishop, E. H. Mills, C. S.  
Cassilland, D. Moore, J. W.  
Callen, F. W. Norton, E. G.  
Cox, Mrs. Negel, G. P.  
Chisholm, G. P. Nicholson, J. J.  
Cumbell, W. G. Nanson, R. C.  
Cotton, Dr. A. Oldham, G.  
Cambell, Mrs. J. O'Dell, F.  
Cooper, F. C. Oldenberg  
Cops, Mrs. J. H. Powers & Co., R. H.  
Corah, A. W. Pow Long & Co.  
Chevers, W. G. Paterson, Mrs.  
Clark, Mrs. F. R. Pomeroy, Miss  
Caulfield, W. T. Peral, J.  
Coke, Dr. G. H. Piry, A.  
Colegrove, R. P. Riechard, H. O.  
Clarkson, R. Park, W.  
Cullen, T. B. Paulding, G.  
Coleman, F. Pascul, F.  
Corry, J. Patyn, J.  
Cridgely, J. Robinson, C.  
Dupignac Rennie, F.  
Draper, W. Reid, Capt. C. F.  
Dandot Rintlin, J.  
Dawson, Mrs. P. Renon, C. J. B.  
Duriot Ripton, Sgt. F.  
Dumitriu, Capt. E. Rohr, W.  
Dimitrios, J. Rising, F. H.  
Dallas, H. Ricci & Co.  
Dessalla, Ross, Miss M. J.  
Dessalla, H. B. Rafter, Major J. A.  
Duckman, R. Richardson, J. F.  
Evans, J. H. Paulson, E. F.  
Emden, M. Reys, G.  
Ellis, Mrs. F. Reynell, W.  
Fawcett, G. Ross, A. J.  
Fowler, C. M. Redigius, A. C. F.  
Fung Kee Roberts, A. W.  
Fernandez, D. Richardson, J.  
Gleeson, R. Rachman, M.  
Gordon, J. N. Ross, A. J.  
Gratzick, Reid, J. G.  
Gillis, Mrs. G. Shaw  
Gedaly, Sambo, F. G.  
Gedaly, Sambo, F. G.  
Gilling, F. R. Skinner, W.  
Gillespie, J. Spence, Lieutenant. H.  
Girling, A. H. C.  
Gulicomb, Mrs. S. C. Spence, M.  
Guttridge Simon, Dr. M.  
Geansy, B. Skordahl, J.  
Hearder, E. H. Scott, G. M.  
Hawkmatria Smith, H. M.  
Houston, Miss R. Shariff, Miss M. S.  
Harding, C. L. Saltbury, J.  
Hakney, W. Spindler & Co.  
Hendricks, W. Scott, C. H.  
Hendricks, W. Smith, C. I.  
Hughes, G. H. Sheppard, T. M.  
Hong Gee Scott, W. G.  
Jackson, Capt. Stevens, R.  
Joseph, Jones, G. H. B. Sourac, J. A.  
Kiraufloft, A. T. Schilling, G. M.  
Kahninsky, S. Sundt, H.  
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Emden, M. Reys,



(February 1st).

**VISITORS AT THE HONGKONG  
HOTEL.**

Ken, Mr. J. H.  
en, Mr. C. H.  
drews, Mr. D. A.

[illegible]

KOTSANO, British steamer, 1,495, R. C. D.  
Bury, 26th Jan.—Java 10th Jan; Sugar  
—Jardine, Maass & Co., 17th Jan.

KYARVEN, Norwegian steamer, 1,174, J. Kann,  
13th Jan.—Portland, Dec. 2nd; Flour  
and Lumber.—Butterfield & Swire.

LOYAL, German steamer, 1,237, Loreuxen, 4th  
January.—Saigon 1st Jan, Rica.—Sander,  
Wieler & Co.

MACHEW, German steamer, 995, J. E. Farrell,  
28th Jan.—Bangkok 21st Jan, and Swatow  
21th, Rica.—Melchers & Co.

MADGUFF, British steamer, 1,882, R. Glegg,  
25th Jan.—Mojit 20th Jan, Coal.—Dodwell  
& Co., Ltd.

MONOTRUSTREE, British steamer, 1,871, J.  
Kennedy, 26th Jan.—Portland, Oct. 27th  
Jan, General.—P. M. Stevens & Co.

NANYANG, German steamer, 983, Th. Lehmann,  
23rd Jan.—Mauritius 29th Dec, and Singa-  
pore 14th Jan, Sugar.—Siemssen & Co.

PAX, Belgian steamer, 1,207, E. Damster,  
30th Jan.—Manila 24th Jan, General.—  
Melchers & Co.

SANDAKAN, German steamer, 1,374, A. Bruns-  
letter, 24th Jan.—Sandakan 17th Jan,  
Timber.—Melchers & Co.

SUISANG, British steamer, 1,776, E. J. Tadd,  
29th Jan.—Calcutta via Penang and SINGA-  
PORE 20th Jan, General.—Jardine, Mathe-  
son & Co.

TIGER, Norwegian steamer, 2,716, H. Wol-  
fhusen Jan, Coal.—Mitsui  
Bussan Kaisha.

TAINTAU, German steamer, 1,002, T. Sanders,  
29th Jan.—Swatow 28th Jan, Ballast.—  
Siemssen & Co.

TSURUGISAN MARU, Japanese steamer, 2,500,  
J. Narasaki, 29th Jan.—Kutchinotzu 24th  
Jan, Coal.—Mitsui Bussan Kaisha.

VIENNA, British steamer, 2,653, A. McDougall,  
31st Dec.—Otaru (Japan) 21st Dec, Coal.  
—H. & H.

Sailing Vessels.

AOLPH, OBURG, American ship, 1,262, Am-  
bury, 19th Dec.—New York 2nd June, and  
Cheloo 12th Dec, Oil.—Standard Oil Co.

DUNDEE, British ship, 1,092, Hernning, 14th  
Oct.—New York 29th June, Kerosine Oil.  
—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st  
Dec.—Cardiff via Cape Town 26th Sept,  
Coal. Government.

LOTHAIR, Italian bark 972, Borzo, 19th Jan.,  
—from Callo, Ballast.—Order.

PIMIRIA, British 4-masted bark, 2,233, D. S.  
Millan, 23rd Jan.—New York 3rd Sept.  
Case Oil.—Order.

ST. PAUL, American ship, 1,824, Treat, 29th  
Jan.—New York 9th Sept, Kerosine.—  
Standard Oil Co.

WEST YORK, British bark, 706, Forster, 13th  
Jan.—Rajung via Borneo and Sarawak 1st  
Jan, Timber.—Sam See Ching.

**HIS BRITANNIC MAJESTY'S SHIPS**  
**ON THE CHINA STATION.**

Hongkong, February 1st, 1901.

*Alacrity*, despatch vessel, 1,700 tons, 10 6-pd.  
q.f. guns, 3,000 i.h.p., Commander G. G.  
F. M. Craddock, Shanghai.

*Algérie*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,  
Comdr. E. D. Hunt, Singapore.

*Argonaut*, mail steamship, 11,000 tons, 16,500  
i.h.p., 6 6-in. q.f. gufs, Capt. G. H.  
Cheery, R.N., America.

*Australa*, British 2nd-class cruiser, 4,300 tons,  
5,000 i.h.p., 10 guns, Capt. A. W. Paget,  
C.M.G., Shanghai.

*Aurora*, British cruiser, 5,600 tons, 12 guns,  
Capt. E. H. Bayly, Shanghai.

*Bearfire*, 1st class battleship, 13,000 tons, 14  
guns, 13,163 i.h.p., Captain G. J. S. War-  
render, en route Shanghai.

*Blenheim*, 1st class cruiser, 9,085 tons, 12 guns,  
21,411 h.p., Captain Henderson, left  
England, 17th January.

*Bomburgh*, 2nd class cruiser, 3,000 tons, 18  
guns, 9,000 i.h.p., Capt. C. J. G. Sawle,  
Taku.

*Brisk*, British gunboat, 1,770 tons, 6 guns, 5,000  
h.p., Commander Sir Bouchier Wrey,  
Bart, Hongkong.

*Britonmar*, British gunboat, 710 tons, Comdr.  
P. Walter, Foochow.

*Centurion*, 1st class battleship, 10,500 tons, 14  
guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B.,  
Hongkong.

*Cathope*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,  
Com. C. Winington-Ingram, Shanghai.

*Cilda*, British 2nd-class cruiser, 550 tons, 11  
guns, 9,000 i.h.p., Capt. Tillard, Hongkong.

*Conestoga*, British cruiser, 7,350 tons, 12 guns,  
Capt. G. A. Callaghan, C.B., Hongkong.

*Cornwall*, coast defence gunboat, 363 tons, 4  
guns, 2,000 i.h.p., Lieut.-Comdr. F. Blunt Chin-  
kiao.

*Cornwall*, twin screw, torpedo-boat destroyer, 360  
tons, 6 guns, 5,400 i.h.p., in reserve.

*Cornwall*, 3rd class gunboat, 455 tons, 4 guns,  
360 i.h.p., Canton.

*Cory*, 1st class battleship, 12,950 tons, 16 guns,  
13,500 i.h.p., Captain F. S. Ingfield,  
Woosung.

*Crichton*, 1st class battleship, 12,950 tons, 16 guns,  
13,500 i.h.p., Capt. A. White, Shanghai.

*Crichton*, twin screw, torpedo-boat destroyer,  
260 tons, 6 guns, 4,000 i.h.p., in reserve.

*Crichton*, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 i.h.p., Lieut. and Com.  
J. U. Farie, Shanghai.

*Cromwell*, British cruiser, 4,360 tons, 10 guns,  
Capt. R. S. D. Cumming, Shanghai.

*Cumberland*, storeship, 1,640 tons, 800 i.h.p., Com.  
H. J. Davison, Hongkong.

*Cynthia*, British cruiser, 5,650 tons, Capt. G. M.  
Henderson, Wei-hai-wai.

*Cynthia*, torpedo-boat destroyer, in reserve.

*Cynthia*, twin screw, 766 tons, 2 heavy guns, 4  
6-inch guns, 870 i.h.p., Commander W. W.  
Smythe, Hankow.

*Cordoba*, British gunboat, 715 tons, Capt. J. C.  
Watson, Canton.

*Cordova*, British cruiser, 5,600 tons, 12 guns,  
Capt. J. H. Burke, C.B., Hongkong.

*Cornwall*, torpedo-boat destroyer, Lieut. and Com.  
C. P. Mansel, Hongkong.

*Cornwall*, 1st class gunboat, 775 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. C. P. R. Cooke,  
Hongkong.

*Cornwall*, British sloop, 1,015 tons, 6 guns,  
Lieut. Comdr. R. Fraser, Tientsin.

*Cornwall*, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,  
Singapore.

*Cornwall*, twin screw, 2nd class cruiser, 3,600 tons,  
8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,  
Shanghai.

*Cornwall*, 1st class gunboat, 455 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. C. V. de M.  
Cowper, Shanghai.

*Cornwall*, British gunboat, 855 tons, 6 guns,  
Lieut. Comdr. C. Corbett, Shanghai.

*Cornwall*, river-gunboat, 2 guns, Lieut.-  
Com. G. G. Webster, West River.

*Cornwall*, British sloop, 980 tons, 6 guns, Com.  
C. Hamilton, Shanghai.

*Cornwall*, British river-gunboat, 3 guns, Lt.  
Comdr. Carr, Hongkong.

*Cornwall*, British gunboat, 88 tons, 2 guns, 140  
h.p., Lieut. and Commander Oldham,  
Yangtze.

*Cornwall*, gun-vessel, 766 tons, 2 heavy guns, 4  
6-inch guns, 870 i.h.p., Hongkong.

*Cornwall*, torpedo-boat destroyer, 260 tons, Lieut.-  
Comdr. C. P. Beely-Pownall, Hongkong.

*Cornwall*, receiving ship, 4,600 tons, Commodore  
Powell, C.B., Hongkong.

*Cornwall*, British cruiser, 14,400 tons, 30 guns,  
35,000 i.h.p., Capt. Percy Scott, C.B.,  
Hongkong.

*Tupah*, coast defence gunboat, 363 tons, 2 guns, 200 h.p., in Reserve Hongkong.

*Undanah*, 1st class cruiser, 5,600 tons, 1 gun, 8,500 h.p., Capt. A. G. Clark.

*Wallaroo*, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

*Waterwitch*, surveying ship, 620 tons, Lieut. Comdr. Lyne, Hongkong.

*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comd. Mackenzie, D.S.O., Hongkong.

*Witorn*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

*Woodcock*, British gunboat, 2 tons, 550 h.p., Lieut.-Comdr. Watson, Kluang.

*Woodruff*, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 22, 36, 37 and 38, first-class; and 5 second-class boats.

**Miscellaneous.**

*Adamastor*, Portuguese cruiser, 1,757 tons, Capt. Andrew, Hongkong.

*Aspern*, Austrian gunboat, 976 tons, Capt. V. Weber, Shanghai.

*Holland*, Dutch cruiser, 3 guns, 3,000 tons, 5,500 h.p., Captain S. N. Sybaniid, Swatow.

*Kaitum Elkhata*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Elisena, Shanghai.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossun, Swatow.

*Liberal*, Portuguese gunboat, 558 tons, Comd. José da Cunha Lima, Macao.

*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bleis Ritter v. Sambuchi, Shanghai.

*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,750 h.p., Capt. Jansen, Taku.

*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Macao.

*Zenta*, Austrian cruiser, 2,550 tons, Captain Kala, Bangkok.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Admiral Nakhimoff*, Russian armoured cruiser, 5,300 tons twin screw, 36 guns, 9,500 h.p., Capt. Vsevolozki, at Tientsin.

*Alouet*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

*Bobre*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolskiy, at Taku.

*Dimirli Donzok*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

*Gramsciatzki*, Russian armoured cruiser, 1,495 tons, twin screw, 12 guns, 2,000 h.p., Captain Michanovsky, at Taku.

*Koreytsi*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

*Mandjour*, Russian cruiser, 1,213 tons, 9 guns, 2,150 h.p., Capt. Yakovlev, at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

*Noyednik*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Olsavsky*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriakov, at Nagasaki.

*Petrovskitch*, Russian armoured cruiser, 12,000 tons, 12 guns, 12,000 h.p., Capt. Grevin, at Nagasaki.

*Rostia*, Russian armoured cruiser, 12,200 tons, 12 guns, 14,500 h.p., Capt. Domojoroff, at Nagasaki.

*Rosbainik*, Russian cruiser, 1,330 tons, 1786 h.p., 11 guns, Capt. Komaroff, at Singapore.

*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

*Slatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.

*Sisroi Veliky*, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

*Sivouchi*, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soulatin, at Nagasaki.

*Sunahor*, 1st class, Russian torpedo boat, 60 tons, 4 guns, 2400 tubes 780 h.p., speed 10.7 knots.

*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.

*Viadnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Taku.

*Zablaki*, Russian cruiser, 1,250 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Jamtchicki*, Russian torpedo boat, 87 tons, 1 gun, 220 h.p., 14 knots.

*Narg*, Russian torpedo boat, 85 tons, 4 guns, 1,700 h.p., 22 knots.

*Noroukositki*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

*Podoromitchi*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Slack*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Soolchinka*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 16 knots.

*Streltsi*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Strass*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sungur*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

**RUSSIAN TORPEDO FLOTILLA.**  
(SEA GOING.)

*Borvo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 21 knots.

*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.

*Tsuru*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

† Flagship of Rear-Admiral F. V. Dibosoff.

† Flagship of Rear-Admiral Remonoff.

**THE GERMAN SQUADRON**

*Grandenburg*, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

*Justard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

*Recht Blower*, German flagship, 1,000 tons, 16 guns, Capt. Graf Lotke, at Taku.

*Reifen*, German cruiser, 1,490 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

*Seler*, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*Hania*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.

*Fels*, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

*Artha*, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, Shanghai.

*Recht Blower*, German gunboat, 200 tons, 10 guns, 2 torp. tubes, at Taku.

*Recht Blower*, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schikler, at Shanghai.

*Recht Blower*, German cruiser, 4,000 tons, 8 guns, 12 torp. tubes, at Taku.

*Kaiserin Augusta*, German cruiser, 6,331 tons, 14,000 h.p., Capt. Gülich, at Hongkong.

\* \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,700 tons, 40 guns, Capt. Holzendorf, at Wosung.

*Luchs*, German gunboat, 850 tons, 10 guns, Capt. Daubhardt, at Hongkong.

*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

*Tiger*, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

*Weissenburg*, German battleship, 10,700 tons, 40 guns, Capt. Hofmeier, at Amoy.

*Warri*, German battleship, 10,700 tons, 40 guns, Capt. Borkenhagen, at Taku.

*K. F. Wilhelm*, German battleship, at Nankai.

No. 10, German torpedo-boat, 320 tons, Comdr. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 320 tons, P. Pullen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, C. Flunrich, at Shanghai.

\* Flagship of His Excellency Vice-Admiral Bendemann.

\*\* Flagship of Rear-Admiral Geisseler.

\*\*\* Flagship, Rear-Admiral Kirchhoff.

**THE FRENCH SQUADRON.**

*Aconite*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

*Amiral Chabine*, and class cruiser, 4,750 tons, Capt. Baehne, at Hongkong.

*Bengali*, and class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

*Chasseloup Laubat*, and class cruiser, 4,750 tons, 9,000 i.h.p., 18 guns, Capt. Espinau, at Luc, at Saigon.

*Comedore*, gunboat, 473 tons, Capt. Louët, at Canton.

*Dadist*, gunboat, 690 tons, Capt. Maresubert, at Taku.

\* *D'Entrecasteaux*, 1st class cruiser, 8 guns, 26 guns, 13,500 i.h.p., Capt. Marolles, at Taku.

*Descaries*, and class protected cruiser, 4,750 tons, 36 guns 631 i.h.p., Captain Tesnière, at Saigon.

*Zure*, Dispatch-transport, Capt. Vallée, at Saigon.

*Friant*, gunboat, 693 tons, Capt. Adam, at Shanghai.

*Guilday*, 1st-class cruiser, 9,000 tons, Capt. Baril, at Shanghai.

*Ivan Barb*, and class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubry, at Taku.

*Kersaint*, 3rd class cruiser, 1,300 tons, 8 guns, 2,200 i.h.p., Capt. de la Motte Portail, at Saigon.

*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

*Pascal*, and class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

*Surprise*, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morinet, at Taku.

*Viper*, gunboat, 400 tons, Captain G. Williams, at Hongkong.

\* Flagship of Vice-Admiral Courtesjelles.

**THE AMERICAN SQUADRON.**

*Albaty*, U.S. cruiser, 3,500 tons, Comdr. J. Craig, at Hongkong.

*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, Comdr. C. H. Arnold, at Hongkong.

*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Taku.

*Callao*, U.S. gunboat, 137 tons, 4 guns, 55 h.p., Lieut. Benjamin Tappan, at Manila.

*Cassini*, U.S. gunboat, 1,330 tons, 8 guns, 2 h.p., Comdr. S. W. Very, at Shanghai.

*Celtic*, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. K. Patch, at Manila.

*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3 h.p., Comdr. S. M. Ackley, at Manila.

*Cullum*, U.S. supply ship, 7,000 tons, 3,350 h.p., Comdr. V. W. Carlisle, at Manila.

*Don Juan d' Austria*, U.S. gunboat, Capt. C. McLean, at Manila.

*Glacier*, U.S. supply-ship, Lieut.-Comdr. J. Briggs, at Manila.

*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 16 h.p., Comdr. E. K. Moore, at Manila.

*Iris*, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. D. W. Knox, at Manila.

*Iria de Luzon*, U.S. gunboat, 1,330, Comdr. V. B. Bleeker, at Hongkong.

*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 7 h.p., Lieut.-Comdr. A. F. Nazro, at Manila.

*Mastika*, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. L. Green, at Canton.

*Monadequid*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. Farenholt, at Manila.

*Monocacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comd. G. A. Bicknell, at Taku.

*Montevideo*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. F. Pigman, at Canton.

*Nanshan*, U.S. collier, at Manila.

*Nashville*, U.S. cruiser, at Nagasaki.

*Newark*, U.S. cruiser, 4,039 tons, Comdr. M. Smith, at Taku.

*New York*, U.S. cruiser, 4,083 tons, Capt. McCullan, at Manila.

*Oregon*, 1st-class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Field, at Taku.

*Patrol*, U.S. gunboat, 892 tons, 4 guns, 150 h.p., Comdr. C. C. Cornwall, at Manila.

*Princeton*, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comr. Harry Knox, at Shanghai.

*Scindia*, U.S. cruiser, 7,200 tons, Comdr. J. B. Miller, U.S.N., at Hongkong.

*Solace*, U.S. cruiser, 5,000 tons, Comdr. Demaplan, at Shanghai.

*Wheeler*, U.S. gunboat, 1,000 tons, 6 guns, 1,000 h.p., Comdr. J. H. Burwell, at Manila.

*Yorktown*, U.S. gunboat, 1,770 tons, 6 guns, 3,302 h.p., Comdr. C. S. Sperry, at Manila.

*Yosemite*, U.S. converted cruiser, 5,170 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

*Zafiro*, U.S. dispatch-vessel, Capt. L. A. Cotter, at Manila.

**THE ITALIAN SQUADRON.**

*Calabria*, Italian cruiser, Taku.

*Elsa*, Italian cruiser, 2,720 tons, Capt. Occorpi, at Taku.

*Fiammetta*, Italian cruiser, Capt. Carlo Negro, at Shanghai.

*Stromboli*, Italian cruiser, 3,898 tons, Captain R. Marselli, at Hongkong.

*Vettor Pisani*, Italian cruiser, 6,700 tons, Capt. V. Onofrio, at Shanghai.

**JAPANESE MEN-OF-WAR.**

**Battleships.**

*Aichi*, Japanese battleship, 15,500 tons, 15,000 i.h.p., 18 guns, Captain S. Miya, at Japan.

*Yushima*, 1st class, 12,450 tons; 38 guns, 14,000 i.h.p., at Kure.

*Fuji*, 2nd class, 12,450 tons; 38 guns, 14,000 i.h.p., at Yokosuka.

*Chiyoda*, 2nd class, 7,330 tons, 22 guns, 6,300 i.h.p., at Yokosuka.

**Coast Defence Ships.**

*Matsumoto*, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saesha.

*Itatsukushima*, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

*Hiei*, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

*Kongo*, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., at Kure.

*Hyuga*, and class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tokui, Japan.

*Yatsu*, and class, 2,600 tons, 17 guns, 2,400 h.p., at Kure.

**Oriana.**

Kazari, protected cruiser, 1st class, 4,978 tons,  
30 guns, 15,500 h.p., at Saseho.  
*Chitose*, protected cruiser, 1st class, 4,978 tons,  
30 guns, 15,500 h.p., at Kure.  
*Akashi*, protected cruiser, 1st class, 2,800 tons,  
30 guns, 8,500 h.p., at Kure.  
*Yoshino*, protected cruiser, 1st class, 4,150 tons,  
32 guns, 15,000 h.p., at Kure.  
*Nanaiwa*, protected cruiser, 1st class, 3,769 tons,  
24 guns, 7,120 h.p., at Manila.  
*Takaho*, protected cruiser, 1st class, 3  
tons, 15 guns, 7,120 h.p., at Keelung.  
*Chiyojo*, protected cruiser, 1st class, 2,450 tons,  
27 guns, 5,500 h.p., at Kure.  
*Takasago*, protected cruiser, 1st class, 4,4  
tons, 30 guns, 10,000 h.p., at Yokosuka.  
*Suma*, protected cruiser, 1st class, 2,750 tons,  
Capt. Shimamatsu, 24 guns, 8,500 h.p.,  
Japan.  
*Idzumi*, protected cruiser, 1st class, 3,500  
tons, 6,080 h.p., Capt. Warita, at Japan.  
*Saigyen*, protected cruiser, 1st class, 2,500 tons,  
15 guns, 2,800 h.p., at Yokosuka.  
*Akitishima*, protected cruiser, 1st class,  
Manila.  
*Miyako*, and class, 1,800 tons, 34 guns, 5,000  
at Taku.  
*Takao*, and class, 1,764 tons, 15 guns, 2,400  
at Shanghai.  
*Yayama*, 3rd class, 1,600 tons, 3 guns, Matsuura  
to guns, 5,630 h.p., at Japan.  
*Tokushiki*, 3rd class, 1,300 tons, Capt.  
Matsui, 12 guns, 2,887 h.p., at Japan.  
*Osagi*, cruiser, at Taku.  
*Sayanami*, torpedo-boat destroyer, 305 to  
Capt. J. Takenonchi, at Japan.  
Bloops and Carvettes.  
*Mutsahi*, 1,400 tons, 10 guns, 1,600 h.p.,  
Yokosuka.  
*Katsuragi*, 1,480 tons, 10 guns, 1,600 h.p.,  
Saseho.  
*Yamat*, 1,480 tons, 10 guns, 1,600 h.p.,  
Chemulpo.  
*Tenryu*, 1,550 tons, 10 guns, 1,165 h.p., at Fus  
*Katsun*, 1,360 tons, 10 guns, 1,125 h.p.,  
Saseho.  
*Amagi*, 1,030 tons, 13 guns, 720 h.p., at Yo  
soka.

**Gun-boats.**

*Oshika*, 640 tons, 10 guns, 1,800 h.p., at Sase  
*Akagi*, 620 tons, 10 guns, 700 h.p., at Kure.  
*Alaga*, 620 tons, 10 guns, 700 h.p., at Taku.  
*Maya*, 620 tons, 10 guns, 700 h.p., at Kure.  
*Chihaki*, 620 tons, 10 guns, 700 h.p., at Taku.  
*Soko*, 572 tons, 4 guns, 400 h.p., at Saseho.  
*Fusaki*, 600 tons, 6 guns, 400 h.p., at Yokosu  
*Chinio*, 490 tons, 5 guns, 472 h.p.  
*Chinsei*, 490 tons, 5 guns, 472 h.p.  
*Chin Hoku*, 490 tons, 5 guns, 472 h.p.  
*Chin Fui*, 500 tons, 9 guns, 455 h.p.  
*Chin Chu*, 500 tons, 9 guns, 455 h.p.  
*Tachiko*, gunboat, 4,000 tons, Capt. Yaki  
Japan.

**Torpedo-gunboats.**

*Tatsuta*, 875 tons, 6 guns, 5 torpedo tub  
5,500 h.p., at Yokosuka.

**Torpedo-boats.**

*Murakumo*, 279 tons, at Ujina.  
*Shimonoe*, 279 tons, at Kure.  
*Yugiri*, 279 tons, at Takeshiki.  
*Shiranuki*, 279 tons, at Kobe.  
*Ikadusch*, torpedo-boat destroyer, 331 to  
Comdr. I. Ishida, at Yokosuka.  
*Kagero*, torpedo-boat destroyer, 297 to  
Comdr. Iwamura, at Japan.  
*Sekura*, 190 tons, 6 torpedo-tubes, 1,400 h.p.  
*Shikuma*, torpedo-boat, 278 tons, Com  
the United States, Japan.  
*Ashoro*, torpedo-boat destroyer, 310 ton  
Lieut.-Comdr. H. Kawasa, at Japan.  
*Obow*, torpedo-catcher, 318 tons, Capt. Camac  
at Japan.  
14 boats (Creusot), 56 tons; 2 torpedo-tub  
525 h.p.  
7 boats (Kobe), 56 tons; 2 torpedo-tubes, 5  
h.p.  
1 boat (Normand), 75 tons; 2 torpedo-tub  
1,300 h.p.  
2 boats (Schichau), 90 tons; 3 torpedo-tub  
4,300 h.p.  
4 boats (Varrow), 40 tons; 3 torpedo-tub  
620 h.p.  
10 boats (Varrow), 40 tons; 3 torpedo-tub  
620 h.p.

**Miscellaneous.**

*Tokiwa*, at Yokosuka.  
*Fuso*, at Kure.  
*Nansuu*, at Yokosuka.  
*Rinjo*, armoured cruiser, 2,530 tons, 10 gu  
800 h.p.  
(used as gunnery training ship.)  
*Kanjin*, sailing-ship, 877 tons, 6 masts  
(used as training ship).  
*Manjin*, sailing-ship, 877 tons, 6 guns,  
(used as training ship).  
*Tokuba*, wooden screw steamer, 1,989 ton  
to guns, 520 h.p., at Edajima.  
(used as training ship).  
*Asama*, sailing corvette, 1,420 tons, 12 guns,  
Yokosuka.  
(used as a hulk.).  
*Jingel*, wooden paddle steamer, 1,465 tons,  
small guns.  
(used as torpedo training ship).

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-For Europe, &c., India, via Tuticoria—Pe  
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-For Swatow and Bangkok—Per *Maehru*, to  
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-For Moji, Kobe, Yokohama and Portland  
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stant, at 11.30 A.M.  
-For Moji, Kobe, Yokohama, San Diego and  
San Francisco—Per *Kvaruen*, to-morrow, th  
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-For Nagasaki and Yokohama—Per *Wuhu*  
to-morrow, the 2nd instant, at 11.30 A.M.  
-For Swatow, Amoy and Tamsui—Per *Daitfu*  
*Maru*, to-morrow, the 2nd inst, at 11.30 A.M.  
-For Moji—Per *Madefu*, to-morrow, the 2nd  
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on Tuesday, the 4th inst, at 2 P.M.  
-For Shanghai—Per *Dualcion*, on Monday  
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*Sultane*, on Tuesday, the 5th inst, at 11 A.M.  
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*Hamburg*, on Wednesday, the 6th instant, at  
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-For Moji, Kobe, Yokohama, San Diego and  
San Francisco—Per *Belpian King*, on Wednesd  
day, the 6th instant, at 3 P.M.  
-For Yokohama and Kobe—Per *CHIAN*, on  
Wednesday, the 6th instant, at 3 P.M.  
-For Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per *America*  
*Maru*, on Thursday, the 7th instant, at 11 A.M.  
-For Singapore—Per *Java*, on Saturday,  
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-For Manila—Per *Singhang*, on Saturday,  
the 9th instant, at 2 P.M.

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**Oriana.**

Kazari, protected cruiser, 1st class, 4,978 tons,  
30 guns, 15,500 h.p., at Saseho.  
*Chitose*, protected cruiser, 1st class, 4,978 tons,  
30 guns, 15,500 h.p., at Kure.  
*Akashi*, protected cruiser, 1st class, 2,800 tons,  
30 guns, 8,500 h.p., at Kure.  
*Yoshino*, protected cruiser, 1st class, 4,150 tons,  
32 guns, 15,000 h.p., at Kure.  
*Nanatsu*, protected cruiser, 1st class, 3,769 tons,  
24 guns, 7,120 h.p., at Manila.  
*Taka Iho*, protected cruiser, 1st class, 3  
tons, 15 guns, 7,120 h.p., at Keelung.  
*Chiyo-da*, protected cruiser, 1st class, 2,450 tons,  
27 guns, 5,500 h.p., at Kure.  
*Takasago*, protected cruiser, 1st class, 4,4  
tons, 30 guns, 10,000 h.p., at Yokosuka.  
*Suma*, protected cruiser, 1st class, 2,750 tons,  
Capt. Shimamizra, 24 guns, 8,500 h.p.,  
Japan.  
*Idzumi*, protected cruiser, 1st class, 3,500  
tons, 6,080 h.p., Capt. Warita, at Japan.  
*Sai-yuen*, protected cruiser, 1st class, 2,500 tons,  
15 guns, 2,800 h.p., at Yokosuka.  
*Akiti-shima*, protected cruiser, 1st class,  
Manila.  
*Miyako*, and class, 1,800 tons, 34 guns, 5,000  
at Taku.  
*Takao*, and class, 1,764 tons, 15 guns, 2,400  
at Shanghai.  
*Yayama*, 3rd class, 1,600 tons, 3 Guns, Matsu  
to guns, 5,630 h.p., at Japan.  
*Tokuishi*, 3rd class, 1,300 tons, Capt.  
Matsui, 12 guns, 2,887 h.p., at Japan.  
*Osagi*, cruiser, at Taku.  
*Sayanami*, torpedo-boat destroyer, 305 to  
Capt. J. Takenonchi, at Japan.  
Bloops and Carvettes.  
*Mutsahi*, 1,400 tons, 10 guns, 1,600 h.p.,  
Yokosuka.  
*Katsuragi*, 1,480 tons, 10 guns, 1,600 h.p.,  
Saseho.  
*Yamat*, 1,480 tons, 10 guns, 1,600 h.p.,  
Chemulpo.  
*Tenryu*, 1,550 tons, 10 guns, 1,165 h.p., at Fus  
*Katsun*, 1,360 tons, 10 guns, 1,125 h.p.,  
Saseho.  
*Amagi*, 1,030 tons, 13 guns, 720 h.p., at Yo  
soka.

**Gun-boats.**

*Oshika*, 640 tons, 10 guns, 1,800 h.p., at Sase  
*Akagi*, 620 tons, 10 guns, 700 h.p., at Kure.  
*Alaga*, 620 tons, 10 guns, 700 h.p., at Taku.  
*Maya*, 620 tons, 10 guns, 700 h.p., at Kure.  
*Chiohai*, 620 tons, 10 guns, 700 h.p., at Taku  
*Soko*, 572 tons, 4 guns, 400 h.p., at Saseho.  
*Fusaki*, 600 tons, 6 guns, 400 h.p., at Yokosu  
*Chinio*, 490 tons, 5 guns, 472 h.p.  
*Chinei*, 490 tons, 5 guns, 472 h.p.  
*Chin Hoku*, 490 tons, 5 guns, 472 h.p.  
*Chin Fui*, 500 tons, 9 guns, 455 h.p.  
*Chin Chu*, 500 tons, 9 guns, 455 h.p.  
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2 boats (Schichau), 90 tons; 3 torpedo-tub  
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